

R.H.S. of S.D. NEWSLETTER

NO 3-1960, MARCH

RAILWAY HISTORICAL SOCIETY of SAN DIEGO, Inc. - NEWSLETTER No. 3-1960

MEETING NOTICE.....The next regular meeting of the RHScSD will be held at 8:00 P.M., MONDAY, MARCH 7th, 1960, in the Safety Room, upstairs and to the left, in the Santa Fe depot, Kettner & Broadway, San Diego.

Short business session, committee reports and plans, program and bull session. Refreshments will be served and we will have a prize raffle.

If you have some good photographs to show, something to talk about, anything at all in the nature of railroading or railroad history, bring it, talk about, present it, at the March meeting. 8x10 photos or good prints are best, if you can give a short talk on some item of interest, do it. The March meeting is for the benefit of each and every member or guest to present something of general interest. We know that each and every member has had the urge to add something of interest to the meetings, but somehow just never got the time to do so, come to the March meeting and make it a good friendly, close meeting of railfans and rail historians. See you on the 7th of March.

TRIP NOTICE.....The next excursion of the RHScSD will be held on Sunday, March 20th, 1960, starting at 7:00 A.M. At that time, the first charter bus will leave the Third St. side of the Grant Hotel, from there they will pick up passengers at the parking lot opposite the S.D. Zoo at 7:10 A.M., see the "Colorado River Express" brochure for all the details.

Plan now to take this interesting and enjoyable trip via the Ferrocarril Sonora Baja California out of Mexicali, Mexico, SUNDAY, MARCH 20, 1960. If you wish you may drive to Mexicali and take the train, you do not have to go by charter bus, one way or the other.....GO ON THE S.B.C. TRIP, Sunday, 3/20/60.

Member rates: Bus & Train, roundtrip- \$8.75, Train only- \$4.25

Non-member rates: " " " " \$9.25, " " \$4.75

Under 12, rates: " " " " \$7.00, " " \$2.50

Train departs Mexicali S.B.C. station at 10:30 A.M. (or as soon as the charter busses arrive, if later than 10:30 A.M.) Train returns to Mexicali at 4:30 P.M. BRING YOUR OWN PICNIC LUNCH, no diner on train, just soft drinks, so be sure to supply your own noon meal.

DUES NOTICE.....The 1960 dues are due and payable.....NOW!!! Treasurer Fred Finke is ready and willing to take your \$2.50 for 1960, or for a family membership, \$3.50, any additional donations to the Equipment & Restoration Fund will be greatly appreciated. (tax deductible too!!) If you haven't got a badge, include \$1.00 extra with dues payment and get an RHScSD badge.

Many of you have joined as new members for 1960, many of our 1959 members have renewed for 1960.....BUT, there are a good number of you that have been planning to do it, but just haven't gotten around to it. THIS IS YOUR LAST ISSUE OF THE NEWSLETTER, NO MORE ISSUES OF THE DISPATCHER, NO REDUCTION IN FARES ON THE S.B.C. TRIP!!! You 59'ers that are delinquent, get that check in the mail, send it to the Society box address: RHScSD, P.O. Box 9351, San Diego 9, Calif.

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RESULTS OF THE FEBRUARY MEETING.....Called to order by 1st V.P. Jack Stodelle in the absence of President Tommy Mann. Minutes and treasurers report given.

Various reports given on progress and plans for car 54, possibility of one of the old center door cars being saved. (freeway will cause moving them, being used as homes for years.) Wally Duthie reported on excursion plans.

Jack Stodelle called on Roy Miller to conduct a bull session on activities of various members. Jack told of his recent trip to Mexico City by rail, a very fascinating story. Dick Dodge gave a few highlights of his trip on the river boat last fall.

3rd V.P. Bill Snyder announced that he would have to resign as an officer, he is taking a job with a firm in the Salt Lake City territory. We will all miss Bill, our best to him and his family in their new surroundings.

After refreshments, Roy Miller presented several reels of film from the vacation wandering in 1959 that he and Daisy enjoyed. The films were 100% steam, and operating steam at that, covering many of the small lumber and gravel roads through the southern states. These were very fine accounts of steam power still in service in 1959, the only sad feature, the Millers were rained on almost every day, had to shoot movies under very poor conditions. In spite of the dark and rain, the films were excellent.

This past month has been very sad for the Umbarger and Bright families. We are sad to say, that our good friend and member, Floyd Umbarger passed away. Floyd sent us a telegram the night of the society dinner, regretting not being able to attend, but the flu had him down. This was a very sad and untimely death, our sympathy to Mrs. Umbarger. Following the loss of one member, we regret to say that member Harold Bright also has passed away. Harold has had a bad heart condition from one or two attacks in the past, he leaves his wife Mrs. Bright.

R.H.S. of S.D. "NEWSLETTER" Official monthly publication of the Railway Historical Society of San Diego, Inc., a Calif. non-profit Corporation, member of Orange Empire Trolley Museum and the United Railway Museum projects at Perris, California.

RHSofSD, mailing address;
P.O. BOX 9351, San Diego 9, California.

NEWSLETTER

Seeth L. Thomson Editor.
Barbara Thomson Assistant Editor.
Published by the Pacific Beach Model
Railroaders Club, Inc. duplicating
machine, 3201 McGraw St., S.D. 17, Cal.

Newsletter & Dispatcher sent to all
paid up members of the RHSofSD.

"LAST ISSUE", if your address is in
red ink, this is your last issue.
Dues are due.....pay today. Got that
check in the mail, NOW.

SANTA FE POWER.....#817 is out of
the shops with her new blue and yellow
paint job. (first hood unit in colors)

Scene along the right of way; three
new 2400 HP hood units double heading
with five cab units out of Holbrook,
Arizona. (30 cars)

Helper service out of San Diego has
slacked off lately, one reason is the
5 unit diesels on the heavier freights.

Sunday night extra passenger train
returned to L.A. in the form of three
diesel units and a coach, in order to
have equipment for extra passenger on
following evening. (2/21 & 2/22/60)

Following the neat little train of
3 units and a coach; five units diesel
and a caboose.

Alco #51 straining at the San Diego
with only two 'A' units while the 'B'
was out of service.

Steamer 2921 in the shed at Bakers-
field, covered with paper to keep the
birds and bats from getting her dirty.

INTER-CALIFORNIA TRIP.....The farewell run over the now abandoned line of the Inter-Cal out of Mexicali, has been called off. Due to a trestle fire, there will be no trip. They do not plan to rebuild the trestle, so that puts the end to our farewell run. Word just reached Excursion Director Wally Luthie in time to include the news in this issue. We wish to thank all the members and friends that answered our recent request as to the number of persons wishing to make the final run on the Inter-Cal. NO TRIP....BUT, you can still go on the big S.B.C. trip on Sunday, March 20th.

MUSEUM SITE.....A group of the members have been investigating the possibilities of our having an operating museum in the San Diego area. This project was started in 1958, but after running into many dead ends, the project was put aside in hopes that time would mend the land situation.

In this new surge of interest, land has been picked in several places with the right possibilities of an operating museum. Number one choice at the moment is the old single track right of way from Elvira in Rose Canyon, a letter has been sent to the Santa Fe about this area. The S.D. County Fair grounds have not been overlooked, with the 104, 050 and 528 now at that location, space in, or around the fairgrounds is being considered. The land down in National City is also back on the list, this is an area near the new swimming pool, it offers a good spot for storage of equipment and operation. The offer by Mr. & Mrs. Umbarger to use some of their land out in Lakeside was more or less dropped with the sad and untimely death of Floyd Umbarger. Since his death, we have been advised that Mrs. Umbarger wishes to carry on with any such museum plans. Several of the members are planning to, or already have, gone out to look the Lakeside land over.

The general plan is to have a storage place for equipment and space for an operating loop of track for a streetcar, with the possible thought of a small tank steamer at some time in the future.

Any ideas or suggestions from the membership will be greatly appreciated. Contact any of the Board of Directors if you have any suggestions.

AUTO CARRIER.....Santa Fe Ry. and the Ford Motor Co. have begun experimental use of a triple deck flat car for long distance auto hauling. The new flat car is roller-bearing equipped and utilizes "super shock control". It is 53 feet six inches long, carrying from six to nine autos.

SANTA FE RETIRES No. 50.....The original passenger unit built by American Locomotive Co. has been retired. Built in 1941, the 50 units were the only of their kind, the 51 class followed with a different styling. The retired diesels were number 50L and 50A.

MODEL RAILROADERS MEET.....The San Diego Division of the Pacific Coast Region of the National Model Railroad Association will meet at 7:30 P.M. on Saturday, March 5th at the club rooms of the San Diego Model RR Club.

The meeting is open to all, if you wish to attend, the S.D. Club rooms are located in the House of Charm, Balboa Park, San Diego.

There will be miniature train operation on the 'O' and 'HO' layouts, there will be a raffle and plenty of good refreshments served. You don't have to be a model railroader to attend.

NEWS & EQUIPMENT NOTES ON THE S.D.&A.E.-----Celery started moving the week before Christmas, the crop being rather poor has caused a drop in car loadings. Radiophones came to the three 70-tonners on January 12th. A 30-watt transmitter with a ten mile effective radius for broadcasting, used occasionally as needs for such operation are required. Broadcasting is done from 8th Street on 161.55 megacycles. The locomotive equipment still bears T.&H.O. initials, the previous owner. The SD-7's can't receive yet.

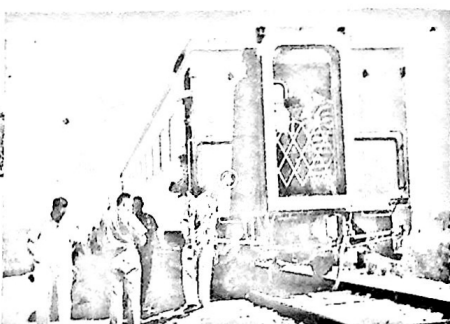
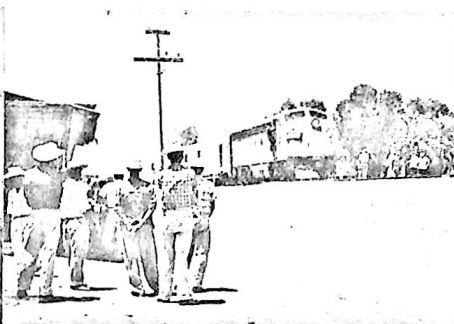
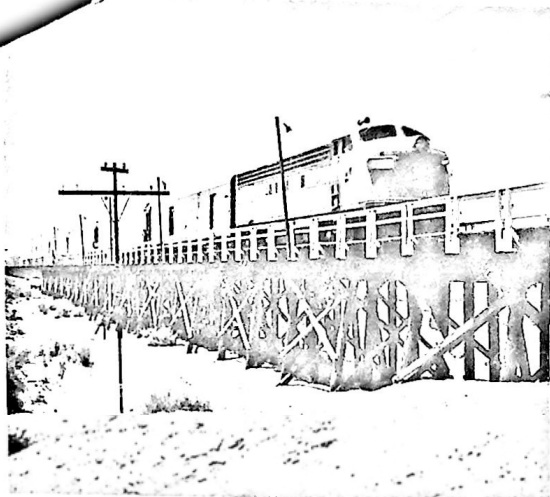
The seven S.D.&A.E. diesels, 3 70-tonners from G.E. and four SD-7's from E.M.D. (G.M.) are finished with their annual inspections for 1959. The next annual at San Diego isn't scheduled until spring. The 5334 still chants to a 567B engine; 5320, 5323 and 5331 all sport 567C's, resulting in an extra 250 horsepower each. (All four SD-7's) Poor 5101.....during its annual inspection, the San Diego shop crew found a cracked crankshaft. Not having the tools to replace it, they sent the 5101 to Taylor Roundhouse in Los Angeles. Crews at Taylor stripped her down to essentials. Rumors say that they were so unfamiliar with 70-tonners, that this pipe, that cable and assorted gadgets had no apparent place on the frame. At any rate she was away for about a month.

A decrepit 1000 horsepower Baldwin switcher, No. 1399, came off the desert work train to help out in the absence of the 5101. Her horn squeaked like an amateur on a clarinet, her batteries were shot (could hardly hold a charge from job to job) and she looked bad and leaked oil visibly. Before she was sent from whence she came, she turned over a rail on the soon to be removed track on "K" Street in Chula Vista. Besides the celery job, she went out to El Cajon. S.P. #1000, a 21 year old 600 horsepower SW-1 from E.M.D. (reported recently in the Newsletter) handles the three daily San Diego yard jobs. One kick about her the crews have is that she has no transition and therefore can only make 20 miles per hour, but she can pull more than the 70-tonners.

Six motor Alco road switchers used to be the standard S.D.&A.E. hill power, after the Baldwin road switchers. Now they sporadically supplement the SD-7's on trains 452-451 during the celery rush. One machinist said he imagined the S.P. sends them over the hill to San Diego in hopes that we will fix them. If his reasoning is correct, they are wrong because San Diego no longer has parts for the RSD-5's. San Diego simply writes "no parts" on the inspection reports. On December 23rd, 1959, the 5497, 5498 & 5499 came in with one unit at Full RPM, two others in run 1, because of an elusive ground. One unit lube oil was contaminated and they all leaked fuel from their injectors. They made it back to El Centro on Christmas Eve. Days later one of the their turbochargers blew up. Number 5505 came over with her new crimson & gray paint job stained from leaking fuel....she made it back to the valley. On the same day the fireman's window fell out. Rube Goldberg would have been proud of the repair; a brace made of waste, an air hose, flag stick, a welded clearance, a switch key and 50¢ in quarters. In multiple with the 5505 were 5497 and 5498, the 5497 ran about 5 lbs. of fuel pressure, about 30 below normal minimum. The speed recorder needle did not lift, as it hadn't for at least two weeks. Clouds of thick black smoke, thicker than normal for Alco exhaust, belched from the 5497, its turbo-charger came close to blowing up too.

The Alco's ran with three units against the four SD-7 EMD's, but often, when S.D. sends the Alco's out, they do not come back; on those occasions the SD-7's turn at El Centro and double back, leaving the Sidewinder to Yuma to other S.P. engines. The last combination of Alco's seen was 5448, 5499, 5339 and 5447. Question: Why the gargantuan stack on the 5339, it seems fat enough to wash clothes in.

(Frank Carlin)



The Railway Historical Society of San Diego
Presents
A Railroad and Photography Excursion
Sunday, March 20, 1960

COLORADO RIVER EXPRESS

via Ferrocarril Sonora-Baja California

Riding our own special train, we will spend the day traveling through, and photographing the colorful desert and delta country of Baja, California and Sonora in romantic Old Mexico.

Our private train will leave at 10:30 AM PST from the Sonora-Baja California Railroad Depot in Mexicali for the Colorado River and Riito, with return arrival in Mexicali about 4:30 PM, PST.

The train will consist of a diesel-electric locomotive and modern Swiss-built coaches, air-conditioned. Refreshments will be served in the baggage car. Our trip this year is scheduled earlier to take advantage of the wonderful mild early Spring climate. Here's a chance to have an entire train all to ourselves with the friendliest railroad crew south of the border. Perhaps even a ride in the cab.

